



## CHAPTER 2 TRAIL MANAGEMENT FRAMEWORK

2.1	Introduction .....	2-1
2.2	Resource Protection .....	2-6
2.3	Visitor Experience.....	2-13
2.4	High Potential Route Segments and High Potential Historic Sites .....	2-28
2.5	Trail Planning, Development, and Management .....	2-42
2.6	Partnerships .....	2-45
2.7	Connecting and Side Trails.....	2-58
2.8	Trail Marking .....	2-60
2.9	Carrying Capacity .....	2-61



## **2.0 Trail Management Framework**

### **2.1 Introduction**

Under the National Trails System Act, the National Park Service (NPS) has trail-wide responsibilities for administering the Captain John Smith Chesapeake NHT, including overall coordination for its planning, development, and management. Since the trail's establishment in 2006, the NPS Chesapeake Bay (CHBA) Office in Annapolis, Maryland, has administered the trail, providing technical assistance, oversight, and coordination among and between agencies and partnership organizations in planning, resource preservation and protection, marking and interpretation, agreements (partnership, cooperative, and interagency), and financial assistance to other cooperating governments agencies, landowners, interest groups, and individuals. As mandated in its enabling legislation, trail administration occurs in coordination with the Chesapeake Bay Gateways and Watertrails Network (CBGN). CHBA is also responsible for administering the Star-Spangled Banner NHT in coordination with the Fort McHenry National Monument and Historic Shrine.

The following sections of the CMP outline a framework for management of the trail that the NPS would implement in the future. The actions identified build on what the NPS and its partners are currently doing, recognizing the many successful projects and partnerships that are already in place. The actions also build on work completed for the CMP on a trail-wide basis for the entire 3,000 miles, recognizing the need for NPS and its partners to work collaboratively at a larger scale for specific segments of the trail in order to provide the necessary details as to how the trail will be developed and managed. Elements of the management framework outlined in the following sections would be included as common elements of Alternatives 2, 3 and 4, described in chapter 3.0 below.

#### **2.1.1 Trail Management Framework Overview**

The strategy for future planning, development, and management of the Captain John Smith Chesapeake NHT responds to a number of needs inherent in achieving the vision for a 3,000-mile water trail tracing the voyages of Captain John Smith in the Chesapeake Bay. Based on these needs, the NPS has determined that a segment-by-segment approach is the preferred approach for planning, developing, and managing the trail. This decision reflects the complexity of circumstances along the trail and the need to base management decisions on a better understanding of resources, opportunities and partner capacities that can only be gained from management focused on smaller trail segments. The CMP provides the unifying vision for the trail and the overarching management principles that would be implemented in each trail segment. A series of segment management plans (see section 2.5 below) would tier off the CMP, including more detailed analysis as their basis, and identifying more specific actions and partnerships required to develop and manage the trail.

This segment-based management approach would assist the NPS with accomplishing the trail's purpose primarily by focusing efforts at a more manageable scale. It would enable the NPS to more effectively accomplish the following:

**Work with the trail's many partners in multi-jurisdictional settings**

Encompassing four states, dozens of county and local government jurisdictions, and different geographic areas of interest to numerous nonprofit organizations, developing and managing the trail requires a flexible management approach that would work in varying circumstances. Many trail segments are along tributary rivers passing through multiple counties, along state boundaries, and through cities. Most segments of the trail have many potential partners – with quite diverse missions – some of whom may be local partners only involved in one portion of the trail segment, whereas others would be regional or state partners. Partners also vary significantly in their capabilities and readiness to help assist with managing the trail. By focusing on smaller trail management segments NPS would be better able to work with its partners in each trail segment to develop plans that reflect their capacity and readiness to develop and manage the trail.

**Research and assess the condition of significant trail-related resources**

As suggested in the *Captain John Smith Chesapeake NHT Feasibility Study* (NPS 2006a), the Chesapeake Bay region is endowed with a wide array of archaeological sites, cultural landscapes, and ethnographic resources that are or may be related to 17<sup>th</sup> century exploration and settlement. Many of the trail's documented and undocumented resources, particularly those on private lands, are potentially vulnerable to degradation, destruction or removal. For these reasons, support of ongoing research and assessment of the trail's historic, archaeological, cultural landscapes, and ethnographic resources would be an integral and prominent part of its management. The outcomes of those efforts, in turn, would contribute to a better understanding of the trail's high potential historic sites and high potential route segments. By focusing on smaller trail management segments, the NPS and its partners could better identify and complete the research needed to better understand the importance of these resources to the trail.

**Better ensure that significant trail-related resources are protected**

In recent decades, federal agencies, states, county and local governments and nonprofit organizations have made significant progress in protecting the Bay's natural and cultural resources. As a result, the Bay region has a number of federal, state, local, and nonprofit programs that address a broad range of resource protection challenges. While contributing to protecting trail-related resources, these programs do not specifically focus on resources to the Captain John Smith Chesapeake NHT. The NPS and its partners have responsibilities for identifying the trail's resource protection needs and developing strategies to address them. Such strategies would be coordinated with current resource

protection programs. By focusing on smaller trail management segments, the NPS and its partners would better focus on specific resource protection needs and opportunities, working with willing landowners and partner organizations at the local level.

**Develop a coherent trail experience and ensure that the trail develops in a way that accommodates the varied capabilities and interests of trail users**

The trail's length and character as a water trail, combined with the complexities of John Smith's Chesapeake voyages, present many challenges in providing a coherent experience for visitors. While the majority of visitors would experience one segment of the trail at a time, interpretive "packaging" would enable visitors to immerse themselves in particular parts of the trail as well as gain a larger perspective on John Smith's travels. Integrating local and trail-wide perspectives would be an important component of the trail's management approach.

The trail should offer balanced opportunities for visitors with varied interests, equipment and capabilities. Visitors following the trail on water would use motorboats, sailboats, kayaks, canoes, and row boats. Visitors in different watercraft and with different capabilities would be able to experience the trail according to the suitability of their watercraft, their skill level, weather conditions, and time availability. The trail would also accommodate tour boats. Comparable opportunities would be provided for experiencing the trail entirely by land, or through a combination of land and water experiences, relying upon a network of auto routes, land trails, and trail access points. Accommodating such a diversity of visitors would require a comprehensive approach to planning for and maintaining visitor facilities and services within each segment of the trail.

By focusing on smaller trail management segments, the NPS and its partners could more effectively develop visitor experiences appropriate to specific areas of the trail and better provide visitor facilities and services needed to support visitor uses given local conditions.

**Promote heritage tourism**

Many partners provide interpretive experiences along the trail that contribute to the heritage tourism economy. By focusing trail planning, development, and management on smaller segments of the trail, NPS would bring together the various tourism partners to collaborate on providing a cohesive heritage experience along the trail within a more localized area. Management actions would seek to enable partners to accurately protect and interpret trail-related resources, creating an experience within each trail segment that entices visitors to stay longer in a given area of the Bay and to become curious about the opportunities along the trail elsewhere in the region. Trail experiences would build upon the capacity of local businesses to provide visitor services such as canoe/kayak liveries, guide and shuttle services, restaurants, transient marina facilities, and hotels and inns. Service providers would be encouraged to collaborate together within a given trail segment to support one another with a shared goal of enhancing the trail experience for visitors in their local area as well as elsewhere along the trail.

### 2.1.2 The Trail's Ten Management Segments

In the future the NPS and its partners would focus planning, development and management of the trail on ten management segments. The trail would be developed and managed in segments – generally corresponding to the major tributary rivers to the Bay, but also reflecting the chronology of John Smith's 1607 to 1609 voyages. Smith's travel routes, stops, and experiences would generally provide the basis for delineating the trail management segments – enabling trail partners to focus visitor experiences on the events that occurred in specific segments of the trails on specific days of the voyages, as described in John Smith's journals. Management segments would reflect the two Smith voyages (Voyage 1 and Voyage 2) in the summer of 1608, as well as other shorter explorations he made in 1607 and 1609.

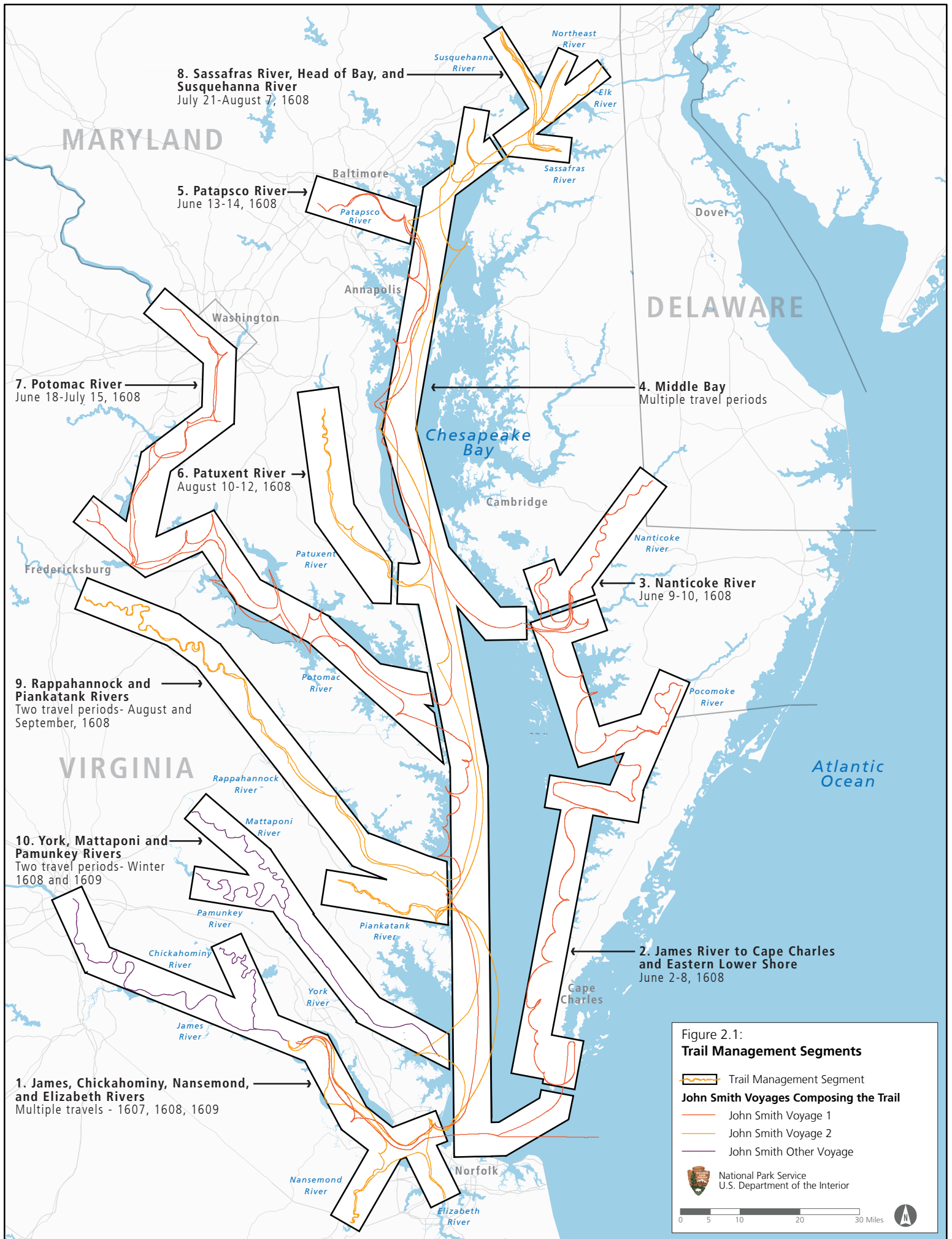
The preliminary trail management segments are recommended as follows (see appendix S and figure 2.1):

- James River, Chickahominy River, Nansemond River, and Elizabeth River
- Cape Charles and Lower Eastern Shore
- Nanticoke River
- Middle Bay
- Patapsco River
- Patuxent River
- Potomac River
- Sassafras River, Head of the Bay, and Susquehanna River
- Rappahannock River and Piankatank River
- York River, Mattaponi River, and Pamunkey River

Delineation of the ten segments may require refinements as a result of experience gained in using them as the basis for developing and managing the trail. Final delineation of management segments would consider some or all of the following:

- occurrences of high potential route segments and high potential historic sites
- opportunities to provide a cohesive visitor experience
- varying segment length, ranging from the Patuxent River to the Potomac River to the Middle Bay, as well as the duration of Smith's voyages
- the complexities associated with multiple state and local political jurisdictions in a single management segment
- trail partnerships which may not coincide with the management segments and/or encompass multiple management segments





- instances in which Smith’s travels and interpretive themes may not be readily adaptable to the trail management segments

## 2.2 Resource Protection

Trail managers would continue to develop a better understanding of trail-related cultural and natural resources – where they occur along the trail, their significance to the trail, the actions needed to protect them, and the opportunity they offer for visitors to experience the trail and to tell its stories.

### 2.2.1 Identification of Trail-Related Resources

Trail-related resources generally include the sites along the voyage routes where Captain John Smith and his crew stopped while exploring the Bay and the sites associated with 17<sup>th</sup> century American Indian life along the voyage routes. The management focus would be on identifying the following trail-related resources:

**Smith Voyage Stops.** John Smith’s journals note approximately 117 places along the voyage routes where he and his crew stopped (see figure 2.2). Of these, approximately 56 stops are considered significant voyage stops (see figure 2.2) because they offer an opportunity to tell important stories of Smith’s exploratory voyages on the Chesapeake Bay (Winstel 2009). As described in the *Captain John Smith Chesapeake National Historic Trail Interpretive Plan* (NPS 2009A), these stories fall into three categories that reflect the ideas and concepts critical to understanding and appreciating the resources associated with Smith’s explorations on the Chesapeake Bay:

- Smith’s explorations on behalf of the Virginia Company
- Smith’s adventure and survival and his relationships with the Chesapeake Bay tribes
- Smith’s writings and maps that established his significance and spread the news of North America’s abundant resources

Smith’s writings and maps, along with scholarly writings interpreting his works (such as Haile 2008, Rountree et al 2007, Thompson 2007, Williams 2006) provide the basis for identifying which voyage stops have the potential to tell stories in each of the above three categories. Voyage stops that offer important historic and interpretive associations are those described in these sources as places where:

- an event occurred that helped locate precious metals or determined the probability of a northwest passage (and provided definition to the Bay’s geography) – examples include voyage stops where Smith noted glittery stones or outcroppings suggesting mineral deposits, trading sites with goods suggesting large trading networks, and/or the limits of exploration/territory claimed for England
- an event occurred that reflects the hardships of the voyage, providing insight into the harsh conditions of the early 17<sup>th</sup> century – examples include voyage stops where journal entries noted



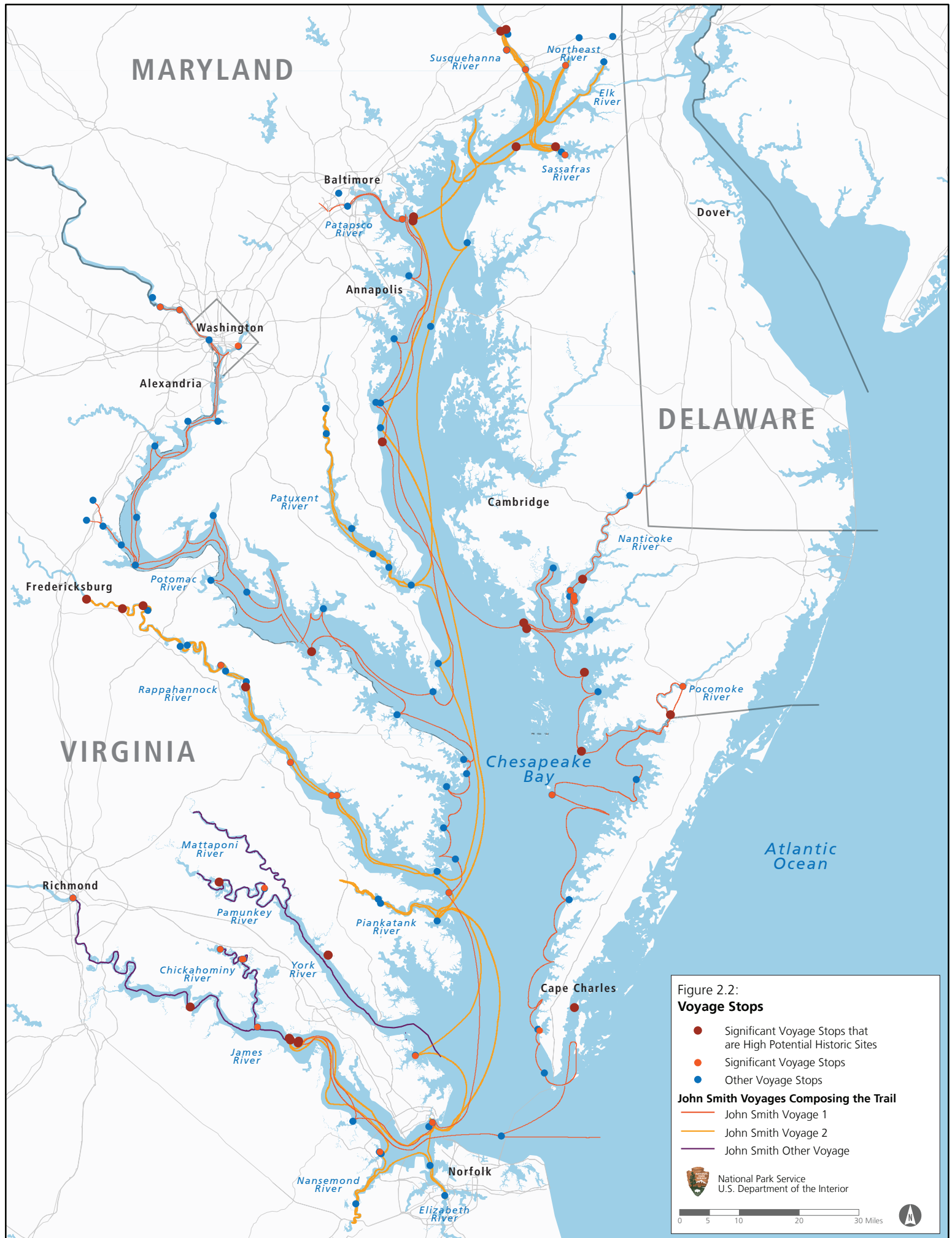


Figure 2.2:  
**Voyage Stops**

- Significant Voyage Stops that are High Potential Historic Sites
- Significant Voyage Stops
- Other Voyage Stops

**John Smith Voyages Composing the Trail**

- John Smith Voyage 1
- John Smith Voyage 2
- John Smith Other Voyage



National Park Service  
U.S. Department of the Interior

0 5 10 20 30 Miles



activities related to obtaining freshwater, finding food, experiencing storms, and/or suffering illness and death

- an event occurred relating to the relationships Smith formed with American Indians – examples include voyage stops where Smith traded, participated in feasting events, formed alliances, and/or experienced hostile encounters with American Indians
- Smith made a written description in his journal noting the defining physical characteristics of the landscapes – examples include voyage stops where noteworthy landscapes were described and/or where views influenced routes of exploration

**Evocative Landscapes within View of the Trail.** Evocative landscapes are places possessing a feeling that expresses the aesthetic or historic sense of a particular period of time. This feeling results from the presence of physical features that, taken together, convey a landscape’s historic character. Within the context of planning for managing the Captain John Smith Chesapeake NHT, evocative landscapes are areas along the trail where the natural setting of the Chesapeake Bay and its tributaries remains generally free from intrusion by modern development – where the landscape is composed of wetland and forest vegetation, providing habitat for terrestrial and aquatic wildlife, and affording an opportunity for trail visitors to vicariously share the experience of John Smith and his crew in the 17<sup>th</sup> century.

Initial analyses completed as part of the CMP planning process, have preliminarily identified evocative landscapes generally within view of the trail (see table 2.1). Findings reveal that approximately 30 percent of the land within 1,000 feet of the shoreline that is visible from the trail, is characterized by wetland and forest cover. Where these areas occur in the absence of modern development they may

**Table 2.1 Summary – Preliminary Analysis of Evocative Landscape Areas (within 1000’ of the shoreline) that are Visible from the Trail**

Chapter	Area Visible within 1,000 Feet of the Shoreline Along the Trail
	Evocative Landscape Areas (characterized by wetlands and forest cover) <sup>2,3</sup> (acres)
<b>Military Land</b>	6,760
<b>Protected Land<sup>1</sup></b>	43,395
<b>Other Land</b>	145,560
<b>TOTAL</b>	<b>195,715</b>
<p>1. Protected land includes: federal land (exclusive of military bases), state land, local government land, and private land with conservation easements</p> <p>2. Source: 2009 National Wetlands Inventory</p> <p>3. Source: 2005 Virginia Forest Cover (VA Department of Forestry); 2002 Land Use/Land Cover (MD Department of Planning); 2007 Land Use and Land Cover (DE Office of State Planning Coordination)</p>	

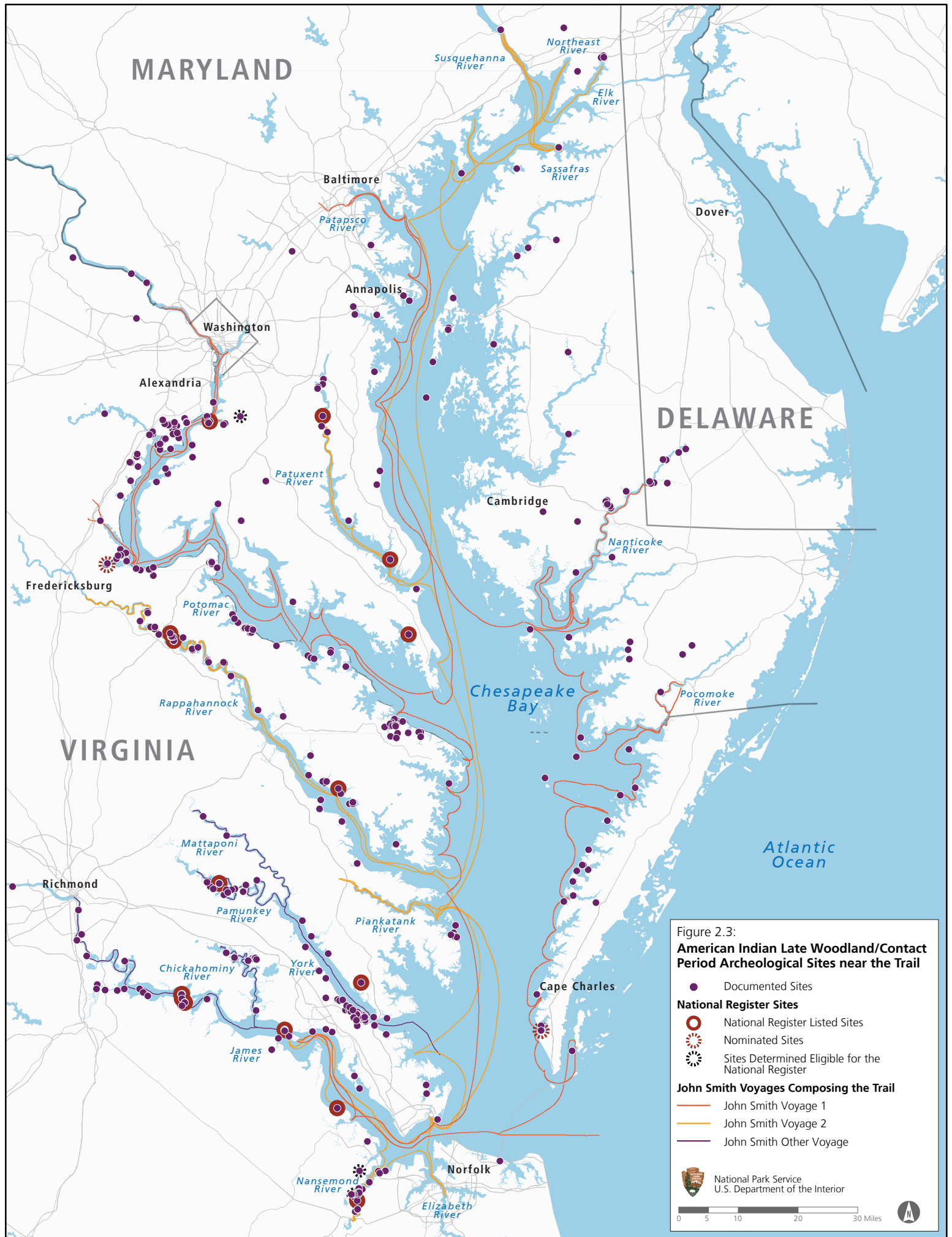
be considered generally evocative of the 17<sup>th</sup> century world explored by John Smith. Further analysis will be required to determine which of these areas are most significant to the trail. Many of these areas are already protected by local, state, non-profit, and federal agencies.

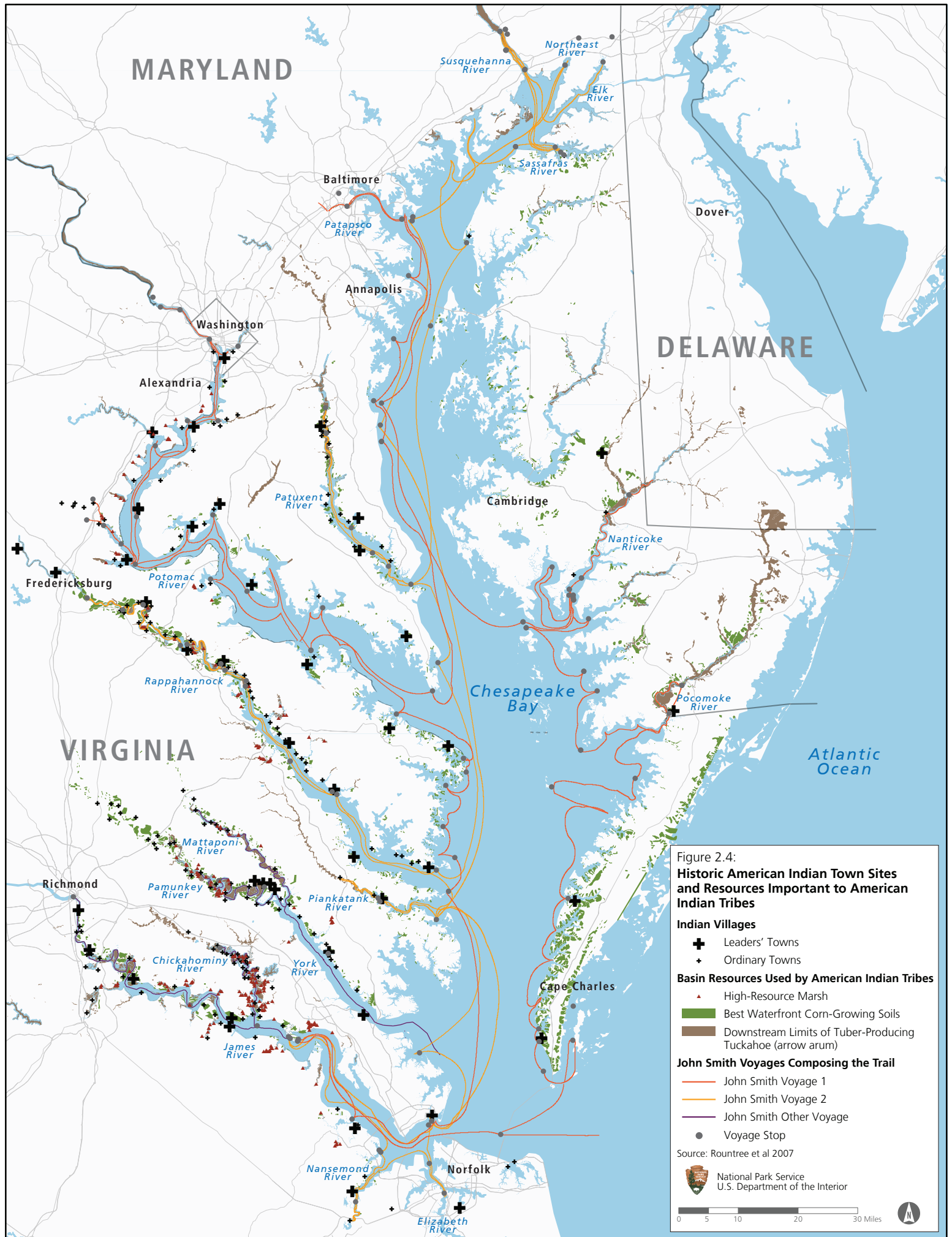
**Indigenous Cultural Landscapes.** The indigenous cultural landscape of the Chesapeake Bay is a type of trail-related resource that will be further evaluated during subsequent trail planning (see appendix Q). These landscapes generally encompass the cultural and natural resources and the wildlife within them that would have likely been associated with and supported the historic lifestyle and settlement patterns of American Indian peoples, and exhibited the cultural or esthetic values of American Indian peoples, at the time of early European contact. In the future further research will better define these landscapes, locate them along the trail, identify appropriate protection measures, and determine the opportunities they offer for trail experiences.

**17<sup>th</sup> Century American Indian Archeological Sites.** Scholarly research suggests that there are at least one hundred thousand archeological sites scattered around the Bay of which only a small percentage are documented (NPS 2006a). As part of the CMP planning process, American Indian archeological sites associated with the early 17<sup>th</sup> century and located near the trail were identified (see figure 2.3). The sites were mapped and compared with the locations of significant American Indian ecosystems (i.e. high-resource marshes) and estimated locations of settlements identified on Smith's map. This survey was broad, intended to provide information to assist in planning and managing the trail. The level of documentation in the various reports for each site varies, from detailed phased testing to second-hand accounts with little adherence to professional standards.

**Historic American Indian Town Sites.** These are the historic American Indian town sites (both leaders' towns and ordinary towns), including but not limited to those mapped in *John Smith's Chesapeake Voyages 1607 – 1609* (Rountree et al 2007), *John Smith in the Chesapeake* (Haile 2008), and others, as preliminarily illustrated in figure 2.4.

**Landscape Features and Cultural Sites of Significance to Modern American Indian Tribes.** The *American Indian Cultures and Sites Study* (Wood in preparation) will identify the landscape features and cultural sites of significance to modern American Indian tribes by exploring the extent to which their heritage is reflected in the ethnographic landscapes surrounding the modern communities where they live. The outcome of the study will be a research and consultation strategy for collaborative documentation of the history, culture, and landscape places of significance to each descendant group through its eyes. Through this relationship, understanding about significant landscape features and sites along the trail will be enhanced, facilitating trail management, interpretation, and implementation of protection strategies.





**Smith Cross Sites.** These include 25 general locations in close proximity to the trail where Smith’s maps indicate that he or others placed a brass cross marking the limits of their exploration (Sites 1 to 24, as noted in Haile 2008, pp. 92 plus one site subsequently identified by Haile) (see figures 2.7b through 2.7f below). These sites are generally known on the basis of interpretation of the Smith maps, his journal writings, scholarly research, and fieldwork.

### **2.2.2 Resource Analysis and Synthesis**

The NPS and its partners require a detailed understanding of site-specific conditions along the trail to plan for its development and long-term management in each trail segment. As part of preparing more detailed segment management plans for the ten trail management segments (see section 2.5 below), planners would compile existing data – at a scale larger than was possible for 3,000 miles of trail during the CMP planning process (see figure 2.1). This information would come from existing data sets as well as from fieldwork performed on the land and from the water. Trail planners would use this information to more accurately locate trail-related resources, to provide data needed to designate high potential route segments and high potential historic sites, to identify trail classification and management prescriptions, and to develop a resource protection plan for each trail segment. Key analyses would include a refined trail viewshed analysis, confirmation of evocative landscapes, identification of indigenous cultural landscapes, a resource sensitivity and management needs analysis, and a susceptibility to change analysis.

### **2.2.3 Protection of Trail-Related Resources**

In the future the NPS would implement management actions to protect trail-related resources. Technical assistance would be provided to owners of trail-related cultural resources, including assistance with nominating resources to the National Register of Historic Places or preparing determinations of eligibility for the National Register. NPS would also take actions to enforce Section 106 of the National Historic Preservation Act to protect trail-related cultural resources from potential adverse impacts of development actions. NPS would also work with local governments to promote local government awareness of trail-related resources and to implement procedures and/or local ordinances that would protect trail-related resources from loss and impact during the land development process. In the case of archeological sites and places of cultural significance to American Indian communities, the NPS would work to raise awareness of the particular need for protection from looting and vandalism. On federal lands, the NPS would enforce the Archeological Resources Protection Act (ARPA) which prescribes civil and criminal penalties for unauthorized excavations or vandalism. For state or local government trail partners, the NPS would require that similar existing legislation at the state level be enforced. Additional protection of American Indian cultural items and of properties of cultural importance to Indian tribes is prescribed on federal land through the Native American Graves Protection and Repatriation Act (NAGPRA).

The NPS and its partners would develop a land protection strategy for each trail segment as part of the segment planning process (see section 2.5 below). The strategy would identify lands of conservation



interest and would include specific techniques to be used to protect them, including but not limited to the following seven elements, as further described in appendix K to this CMP:

- promoting awareness of the trail and its protection needs
- land protection as public policy
- strategic conservation planning
- land use regulations
- landowner assistance and incentives
- conservation easements
- land acquisition

The land protection strategy would establish priorities for protection, recognizing that funding and partner capacity to execute transactions would not likely be adequate to support protection of all lands identified as of conservation interest. Criteria for establishing priorities are explicit within each alternative described in chapter 3 below.

Investment by the NPS and its partners to protect trail-related resources through fee simple acquisition or purchase of conservation easements would occur when protection cannot be accomplished by other means, as described in appendix K. Lands of primary protection interest that would be potentially acquired – if they cannot be otherwise protected – would include, but not be limited to, high potential historic sites, shoreline areas that are evocative of the 17<sup>th</sup> century within high potential route segments and elsewhere along the trail, voyage stops, cross sites, significant American Indian archeological sites, historic American Indian town sites, and/or areas with high potential for supporting trail access and recreational use. Especially critical is the protection of American Indian sites from looting, vandalism, and other actions of disrespect or desecration since once these resources are compromised or lost, the sites lose their value.

## **2.3 Visitor Experience**

### **2.3.1 Visitor Experience and Trail Interpretation**

Visitors would experience the trail in a wide variety of ways. The majority of trail users would experience it by visiting individual locations or by exploring short trail segments. Although the trail is America's first national water trail, it is anticipated that many visitors (if not most) would experience it entirely by land.

Trail-related visitor opportunities would include interpretive and educational programs, land and water-based recreation, and stewardship activities. Kayakers could hire outfitters or explore water trails on their own, while boaters discover new areas along the main stem of the Bay. Other trail users could enjoy hiking trails, auto tour routes, or bus tours. Some visitors could explore historic sites, engage in hands-on



demonstrations, or join guided tours. Volunteers could plant Bay grasses on a remote island or conduct river clean-ups. Students in classrooms across the country, along with other “virtual users”, could experience the trail solely via electronic media.

The *Interpretive Plan for the Captain John Smith Chesapeake NHT* (NPS 2009a) provides a framework for a range of partnership activities designed to facilitate public use, convey the significance of the trail, and inspire citizen stewardship. The plan will guide the NPS and federal, state, and local partners in efforts to 1) orient visitors to the trail’s recreational opportunities, 2) interpret the trail’s natural features and human history with an emphasis on contrasting the Bay of 1600 and the Bay of today, and 3) instill an appreciation of Bay resources and a sense of stewardship in all who experience components of the trail. The plan identifies key interpretive themes (see section 1.4.4 above), describes target audiences, and outlines visitor experience goals. It recommends ways to effectively convey stories and messages, and methods to achieve visitor experience goals through educational programs, interpretive media, facilities, and visitor services.

The visitor experience on the Captain John Smith Chesapeake NHT is defined through a series of objectives related to visitors’ needs and trail resources. Visitor experience objectives were derived from interpretive scoping meetings held throughout the Chesapeake region and through additional consultation. Trail users would have opportunities to:

- understand the diverse nature and extensiveness of the Chesapeake Bay region and the trail
- become aware of the historical significance of Smith’s voyages as traced by the trail
- understand the purpose of the trail, how it is managed, and who the various partners are
- understand that the trail consists of both land and water sites and routes accessible by a variety of transportation modes
- visit trail segments and sites and embark on their own journeys of discovery through self-guided and/or guided experiences
- safely and easily explore trail segments and/or sites and practice low-impact travel ethics
- experience the Bay and the trail in new ways (by water, off traditional travel routes, etc.)
- incorporate trail-related interpretive programs, special events and other activities into their travel plans
- gain exposure to varied landscapes and waterways, migratory and resident wildlife, cultural features and enclaves, and the diverse communities of the Bay region
- appreciate the magnitude of Smith’s exploration in the Chesapeake region in 1607-1609
- understand how abundant and diverse the Bay’s natural resources were in the early 17<sup>th</sup> century
- acknowledge the multicultural diversity of the region’s human history

- appreciate the long history, extent, and sophistication of the societies and cultures of the Chesapeake Bay Indians prior to contact with the English
- understand how American Indians aided in the survival and eventual settlement of the English in the Chesapeake region
- acknowledge that descendant Chesapeake Bay Indians live in the region today
- appreciate the need for Bay restoration and the link between the health of the Bay and human health and welfare
- understand how conservation is achieved, and actively engage in Bay stewardship efforts through individual and/or organized activities

■ **Interpretive Media and Programs**

The trail website ([www.smithtrail.net](http://www.smithtrail.net)) provides the public with background information, tips on ways to experience the trail, sample itineraries, an events calendar, and more. Detailed information on the website, as well as links to additional websites, focuses on the trail's three interpretive themes – learning about the Bay past and present, American Indian cultures of the Bay area past and present, and the voyages of Captain John Smith. Trail partners provide descriptive information on their site's resources, themes, and operations for inclusion in the website. Launched in early 2009, the NPS would maintain and update the website on a regular basis, including at least one major redesign over the life of the CMP.

Trail brochures provide basic orientation to the trail, including a map illustrating the approximate location of the trail, CBGN partner sites, CBIBS interpretive buoys, and designated water trails. The NPS would continue to redesign and reprint brochures, as appropriate.

The NPS and the trail partners would continue to collaborate to provide interpretive media and programming at sites along the trail. Partnerships would be sought to provide for a wide array of place-based educational opportunities, ranging from grade school through graduate school and beyond, and including both curriculum-related and independent offerings. Such programs would emphasize direct contact with the resources of the Bay and its environs.

At each partner site, there would be a trail identifier sign (provided by the NPS) (see appendix G). A standard kiosk would be installed at key entrance areas, in association with partner visitor contact centers or main offices, at primary trail access points, or at other heavily-trafficked site locations. The kiosk would include up to three upright vertical panels, including an orientation panel, an interpretive panel, and an optional site-specific panel (alternate panel styles would be available). The NPS would provide the standard orientation and interpretive panels to trail partners (see appendix G). The site-specific panel would be produced by individual sites in accordance with established guidelines in the trail signage plan.

Other media would be produced by the NPS and its partners. Water trail guides, brochures, films and video clips, a passport, and geocache tours would be included in each alternative. Programming would include interpretive and environmental education programs. NPS would provide technical assistance and funding for design and production of interpretive media and programs. While the types of media would be common to Alternatives 2, 3 and 4, the numbers of each media type and program as well as the level of assistance and support, would vary.

The National Oceanic and Atmospheric Administration (NOAA) would continue to provide trail orientation and interpretation through its network of interpretive buoys (see appendix H). NOAA has devised a “smart” buoy system that transmits observational data for trail users, collects water-quality and other scientific measurements for monitoring the health of the Bay, and communicates current and historical information for the public and educators. NOAA deployed the first buoy in the Chesapeake Bay Interpretive Buoy System (CBIBS) in the James River off Historic Jamestowne in May 2007 to coincide with the official launch of the Captain John Smith Chesapeake National Historic Trail. Currently there are nine buoys stationed in the Bay along the trail. NOAA anticipates deploying approximately 20 buoys. Information from CBIBS buoys is accessible to anyone at any time via the internet ([www.buoybay.noaa.gov](http://www.buoybay.noaa.gov)), on web-enabled mobile phones ([www.buoybay.org/m](http://www.buoybay.org/m)), and by toll-free phone (877-BUOY BAY).

### 2.3.2 Visitor Facilities and Services

#### ■ Water-Based Recreation Facilities (Water Trails and Water-Based Tours)

**Water Trails along the Captain John Smith Chesapeake NHT.** The 3,000-mile Captain John Smith Chesapeake NHT will grow and develop in years to come, piece by piece through localized initiatives as the trail’s partners develop component water trails. Already there are many localized water trail experiences available along the trail (see appendix R and Figure 2.5), and many more will develop over time as the trail evolves. The groups that have developed these water trails and who coordinate them to provide water-based recreational experiences are the present and future partners who will collaborate with the NPS to develop and manage the trail and whom the NPS would potentially support through technical assistance and funding.

Many water trails have already been developed or are under development along the trail. Appendix R provides a brief description of each water trail and their locations is illustrated in figure 2.5. The water trails include:

#### **What are Water Trails?** (see appendix F)

Within the Chesapeake Bay watershed there are many thousands of miles of rivers, streams, and shorelines. Most of these waterways have the intrinsic potential to provide recreational experiences through the development of a water trail.

- Water trails connect scenic and historical sites along a river, stream, or shoreline for the recreational and educational benefit of paddlers, boaters, and other water users.
- Water trails benefit local communities by providing economic stimulus and by protecting resources that are important to the quality of life of the area residents.
- Water trails typically include access locations, points of interest, day-use sites, and – in some cases – overnight camping areas.
- Water trails may traverse both public and private lands with varying restrictions for public access to and use of these lands.
- Water trails provide general information about boating safety, as well as local information about history, geology, ecology, wildlife, and heritage that enhances the visitors’ enjoyment and understanding of the area’s resources. Information should be provided through a combination of materials including a trail map and guide, signage, website, or other format.

### **Delaware Water Trails**

- Nanticoke River Water Trail (designated a Gateway in 2008) (*under development*)

### **Maryland Water Trails**

- Susquehanna River Water Trail (Lower Section) (designated a Gateway in 2000)
- Patuxent Water Trail (*under development*)
- Chester and Sassafras River Water Trail (designated a Gateway in 2009) (*under development*)
- Choptank and Tuckahoe Rivers Water Trail (designated a Gateway in 2000)
- Eastern Neck Island Water Trail
- Blackwater National Wildlife Refuge Paddling Trails

### **Virginia Water Trails**

- Potomac River Water Trail (designated a Gateway in 2000)
- Occoquan Water Trail (designated a Gateway in 2004)
- Rappahannock River Water Trail (designated a Gateway in 2002)
- Matthew Blueways Water Trail (designated a Gateway in 2002)
- Monocacy River Water Trail (designated a Gateway in 2000)
- Chickahominy Water Trail (designated a Gateway in 2010) (*under development*)
- Mattaponi and Pamunkey Rivers Water Trail (designated a Gateway in 2001)
- Powhatan Creek Blueways (designated a Gateway in 2002)
- James River Water Trails (designated a Gateway in 2002)
- Elizabeth River Water Trail, Eastern Branch (designated a Gateway in 2002)
- Virginia Eastern Shore Water Trails (designated a Gateway in 2004) (*under development*)

**Water-Based Tours.** The NPS and its partners would encourage development of organized water-based tours. During segment planning local partners would focus on by identifying opportunities for water-based tours, potential sites with existing or potential marina facilities where tours could be based, and local businesses with potential interest in developing a new tour or expanding existing tours.

### ■ **Land-Based Recreation Facilities – Land Trails and Auto Tour Routes**

Along the trail a variety of federal, state, and local agencies and non-profit organizations manage many scenic byways, auto routes, heritage areas, and land conservation programs that protect trail-related resources and provide opportunities to experience the Captain John Smith Chesapeake NHT (see table 1.2 above and Figure 2.5). In the future, the NPS and trail partners would expand these efforts – such as those on the James, Mattaponi, Pamunkey, York, and Rappahannock rivers by the Virginia Department of Conservation and Recreation – to identify and develop additional land-based travel routes by which visitors could experience the trail by auto, tour bus, bicycle, or foot. Trails and auto routes would be developed and maintained by the trail partners with technical services and financial support from the NPS. Recommended



Figure 2.5:  
**Scenic Byways, Auto Routes, Land  
Trails, and Water Trails**

- Scenic Byway
- Auto Route
- Land Trail
- Water Trail

National Park Service  
U.S. Department of the Interior

0 5 10 20 30 Miles

routes for land trails and auto tour routes would be identified as part of segment management plan development for each trail segment (see section 2.5 below).

#### ■ **Trail Access Facilities**

Public access sites throughout the Bay currently offer opportunities to get onto the trail or to view it from the land (see figure 2.6). Trail implementation would include the addition of public access sites to enhance access to the trail where it is not currently available or where it is needed to facilitate multiple-day trips in non-motorized boats. Investment in new public access sites would emphasize soft access sites for non-motorized car-top boats such as canoes and kayaks coupled with opportunities for backcountry camping along the trail – meeting a demand that is currently not well-served by existing partner facilities along the trail. In the past, monies allocated to states through the Dingell-Johnson and Pittman-Robertson Acts have traditionally been used to purchase properties and develop them for motorized boating facilities.

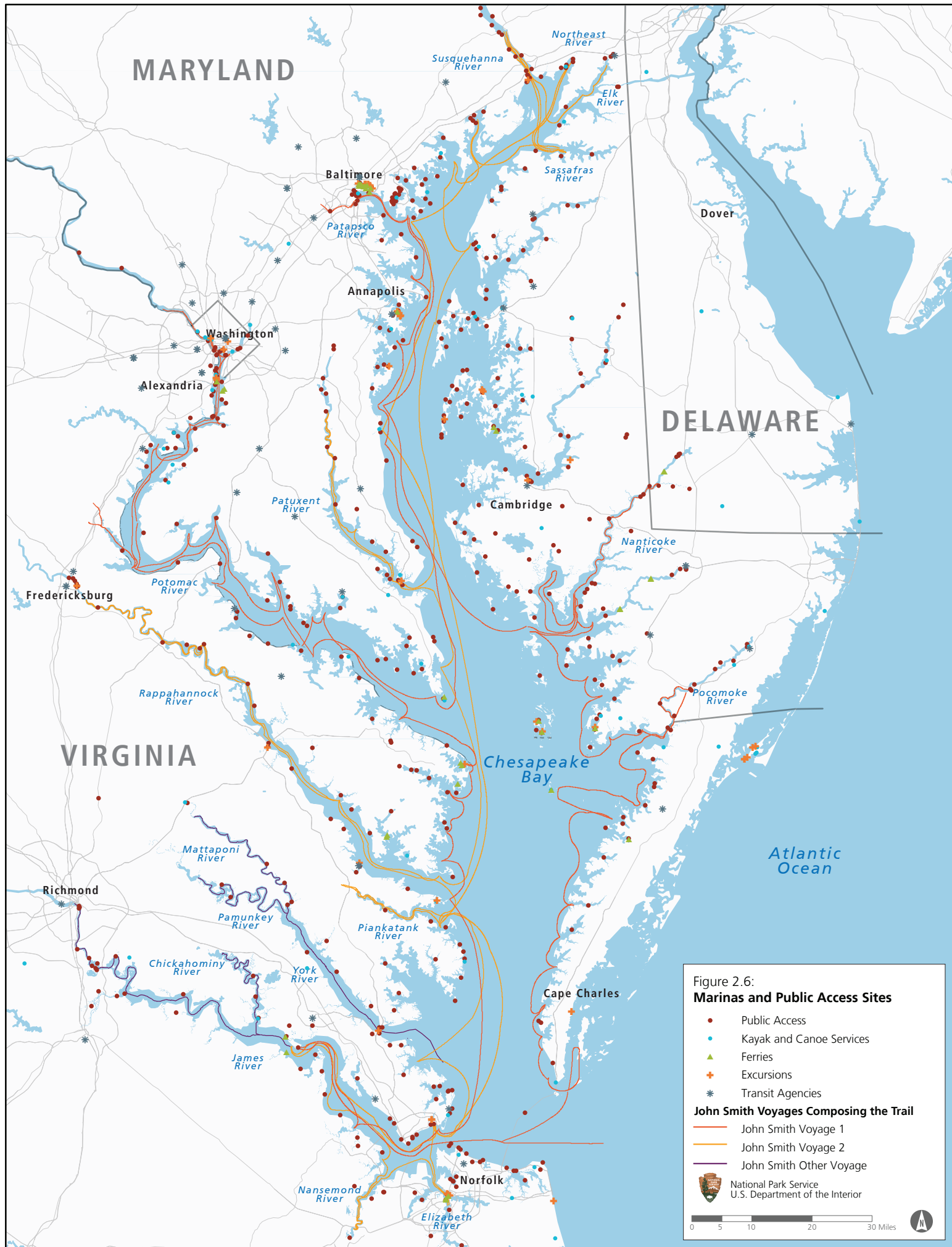
Public access sites would be developed and maintained by the trail partners with technical services and financial support from the NPS. Access sites would fall into five broad categories:

- pull-offs along state and local roads with views of the trail (including a small number of parking spaces)
- trails to the water (including a small trailhead parking facility)
- day-use facilities at the water's edge (including a small parking facility, picnicking facilities, and, where suitable, a soft put-in/take-out for car-top boats such as canoes and kayaks)
- "frontcountry" soft put-ins/take-outs for car-top boats such as canoes and kayaks (including a small number of parking spaces)
- "backcountry" soft landings for canoes and kayaks (with no vehicular access)

Investment in development of new access sites and camping facilities would vary in Alternatives 2, 3 and 4. The NPS, in partnership with the nonprofit partners and federal, state, and local jurisdictions, would survey the Bay and rivers associated with the trail to determine additional access sites. This would be accomplished within the context of planning for each trail segment.

#### ■ **Visitor Contact Facilities**

The NPS and its partners would collaborate to enhance visitor orientation along the trail. Visitor contact stations would be developed at approximately five sites along the trail. Preferred locations would be high-traffic areas, within a high potential route segment and/or in the vicinity of a high potential historic site. Contact stations could either be incorporated inside an existing partner-staffed facility or designed as a self-service facility located outside a partner's existing visitor center or main office.





### ■ **Kayak and Canoe Services**

Canoe and kayak outfitter services are available on a fairly limited basis at sites along the trail (see figure 2.6). These include rental companies that are either located on the water or are willing to transport paddlers and equipment to an access point. In the future, during the management plan development for each trail segment (see section 2.5 below), the NPS and its partners would seek to collaborate with these service providers in order to support their operations, help mitigate chronic issues, and enhance and/or expand the opportunities they offer to trail users.

### ■ **Trail Access Via Alternative Transportation Modes**

The NPS and its partners would explore means of enhancing access to the trail via alternative modes of transportation. A recent study has inventoried and mapped services and facilities that support alternative transportation access to the trail (U.S. DOT 2010) (see appendix N and figures 2.5 and 2.6). Detailed corridor studies – the next phase of the alternative transportation system (ATS) analysis – would occur separately as funding becomes available. The seven areas identified as potential ATS sub-regions would receive priority for detailed corridor studies (see appendix N figure 3). NPS would aggressively pursue implementing recommendations for ATS enhancements by seeking to build partner capacity and secure funding for specific projects. If available, findings from the detailed corridor studies would inform the development of segment management plans for the ten trail segments.

### **2.3.3 Cultural Heritage Tourism**

The Captain John Smith Chesapeake NHT will contribute significantly to heritage tourism. Cultural heritage tourism is defined by the National Trust for Historic Preservation as “traveling to experience the places and activities that authentically represent the stories and people of the past and present. It includes historic, cultural and natural resources.” The trail’s focus on the history of Smith’s voyages, the American Indian cultures he encountered and his voyage’s impact on American Indians, and the natural resources he observed provide clear connections for visitors. The visitor wants to discover a place’s unique identity derived from its history. The best way to provide this experience is to provide a selection of opportunities for exposure to or immersion in experiences rooted in a sense of place.

The trail, in cooperation with state and local tourism marketing organizations, will help develop heritage tourism experiences that are people-oriented, based on authentic resources, and focused on protection and conservation of those resources. The focus of the trail is to provide experiences that educate the visitor about history, both natural and cultural. Well developed visitor experiences will provide genuine entertainment and educational value.

Tourism continues to play a key role in the economy of the Chesapeake Bay region. Visitors come to the area from all over the United States and from other countries. Attracted by the water, beaches, and shores

around the Bay, these visitors also visit historic sites and museums in the region. In 2001 visitors to Maryland spent almost \$7.7 billion on goods and services, generated 646 million in tax revenue, and indirectly provided more than 103,000 jobs. In Virginia, 275 historic attractions host more than 6.5 million annual visits.

Heritage tourism is an important economic development tool. Tourism creates jobs and business opportunities and strengthens local economies. When it is pursued with the focus of cultural and natural heritage, it helps to protect places improving the quality of life for visitors and residents. The trail will help states and localities develop strong heritage tourism programs and products to attract visitors. Well interpreted sites along the trail will teach visitors their importance and the importance of conservation of cultural and natural resources in general.

#### **2.3.4 Implementation Projects**

The NPS and other partners would continue to implement projects within each of the trail's management segments in accordance with the trail management framework outlined in the CMP and further refined in segment management plans for the ten trail management segments (see section 2.5 below). Appendix E outlines the activities and projects that the NPS, the CBGN Partners, and other trail partners have undertaken since 2006. Each project was initiated to further promote and/or develop the trail.

#### **2.3.5 Visitor Experience Scenarios**

The trail is intended to offer residents and visitors access to Bay resources, effective orientation and interpretive services, enriching hands-on experiences, and opportunities to engage in conservation stewardship. The following scenarios describe a few visitor opportunities the trail may already provide or may offer in the future. The common objectives for all of these scenarios is to connect visitors with special places, people, and stories that would touch their hearts, stretch their perceptions, and ultimately make them better stewards of the Bay.

### **VISITOR EXPERIENCE SCENARIO 1: Kayaking the Chickahominy**

A young couple is visiting the Williamsburg, Virginia area, taking in the history and the local ambience. They are also looking for an outdoor experience. Their hotel concierge tells them about the popular day trips on the Captain John Smith Chesapeake National Historic Trail. Several outfitters offer both tours and rentals on the James and the Chickahominy rivers, and Powhatan Creek. The couple opts for a day-trip on the Chickahominy, and the concierge arranges for an outfitter to pick them up the next morning.

The outfitter picks up the couple and a few other hotel guests in a van and drives them first to a local market to allow them to purchase food, water and other light supplies. Then they head to the Chickahominy Waterfront Park where they find a trailer rack of kayaks and safety gear. The outfitter provides instruction for a safe outing, information about the cultural and natural history of the local area, and the importance of Bay stewardship. As day-trippers, the couple has the opportunity to learn some natural history of the Chesapeake by traveling one of its tributaries with a knowledgeable guide, or by exploring on their own with a brochure featuring a very clear map with route options, and information about the Chickahominy and Paspahegh tribes, Smith's explorations, and the flora and fauna of the area.

The couple chooses to explore on their own, using the route map. After learning a little about kayaking safety and the particulars of navigating the currents on the Chickahominy, they set out. They are pleased to see that the color-coded routes on the map have corresponding markers on the water and that there is no question as to where landings are located – everything is marked with the clearly identifiable trail logo. One nice surprise is the presence of a few interpretive panels that depict the Chickahominy as it was prior to colonial times and some of the people who have come and gone since.

They complete their loop in about four hours with a leisurely pace and some brief stops. They never felt confused about the route. They were well-equipped and did not have any conflicts with the power boats that were also putting in at the Waterfront Park. They fulfilled their desire to have an outdoor experience, but they came away with much more than that; they now have a new-found appreciation for the rich history of the area, and the natural landscape of the Chesapeake Bay.

### **VISITOR EXPERIENCE SCENARIO 2: A Visit to Baltimore's Inner Harbor**

After parking in one of the many nearby area garages, visitors arrive at the Baltimore Inner Harbor's promenade, a lively and colorful place with restaurants, shops, and museums, and views of historic ships and tour boats. At the Baltimore Visitor Center at the end of the promenade closest to Federal Hill, a family finds information regarding the diverse historic walks available to them within walking distance, and also learns that they can take Water Taxis from many points between the Visitor Center and Fells Point at the opposite end of the promenade. One kiosk they encounter identifies this as an area visited by Captain John Smith on his famous journey through the region. It is hard to imagine the wilderness that was here before today's glass and metal buildings, but the family views images that show the wetlands, flowing creeks and woodlands that once thrived here. They also learn the names of the tribes who traveled through this area, and begin to understand that this was a place of abundance, with fish, blue crabs and oysters; immense flocks of ducks, and herds of browsing deer. The evocative connections to the Bay inspire them, so they decide to spend the day by taking the Water Taxi to Fells Point and walking back along the promenade – an experience featuring many optional stops along the way.

The family joins several other families who are waiting for the taxi at the stop below the towering *U.S.S. Constellation*. They join a group gathered around an interpretive panel that tells more about the area as it was before Baltimore. They see that even on a short taxi ride along the downtown waterfront, they would be tracing a segment of the Captain John Smith Chesapeake National Historic Trail. When they enter the taxi, they are delighted to find a guide on board who can bring Smith's journeys to life and describe sites along the way, including Chesapeake Bay Gateways, such as the National Aquarium, the Seven Foot Knoll Lighthouse, the Frederick Douglass-Isaac Myers Maritime Park and Fells Point Historic District. The guide gives them brochures to take along their walk, which – along with the interpretive kiosks along the promenade – help them to appreciate the area's early heritage of American Indians, the Bay's previous natural abundance, and Smith's pivotal journey – a journey that led to the intriguing history that built the Baltimore they see today.

**VISITOR EXPERIENCE SCENARIO 3:  
A Boat Excursion on the Rappahannock**

The Northern Neck of Virginia offers access to some of the wilder sections of the Rappahannock River, with areas some believe to be most reminiscent of the landscapes of 1607. For that reason, an excursion on the Rappahannock draws visitors who want to break away from developed sites, to be steeped in a more natural setting, and to experience the area as Captain John Smith might have experienced it.

Passengers board a small excursion boat and the operator motors out towards Fones Cliffs. A guide explains the stories behind the place names and describes how people have depended on the river for transportation, sustenance, and protection. Passengers spot herons along the shorelines and in the marshes and bald eagles flying out across the water. The guide identifies schools of catfish with the on-board fish finder, and, occasionally, working watermen are seen plying their craft. The landscape changes as the banks rise into cliffs. The excursion pauses for drinks and snacks, while the tour guide, who is well-versed in telling the stories of Smith's expeditions, colorfully recounts the story of the Rappahannock attack at Fones Cliffs, explaining why the tribe might have reacted that way to European visitors. People gain an appreciation not only for the stories, but also for the landscape itself, which, in that section of the river seems hardly changed from the landscape Smith described four centuries ago.

On the return trip, the tour vessel pulls alongside a fishing boat. The watermen are expecting the tour and have a few tools of the trade laid out for the passengers to see. The watermen haul in their net, describe the catch, and muse upon the prospects of future catches and their direct relationship to the health of the Bay and its tributaries.

**VISITOR EXPERIENCE SCENARIO 4:  
Environmental Learning on the Bay**

A science program developed for students, called "BayLab," has turned into one of the area's most popular activities. Two new vessels have recently been added to the "fleet." Twice a day students board this laboratory boat to troll the Bay. They take water measurements, analyze data, and draw in samples. Scientific experiments are far from dull on this vessel. The program covers water quality, meteorology, navigation, and marine biology, although each excursion may focus on just one of these areas. Instructors are graduate students from one of the many universities in the five-state region.

Some of the students volunteer to put on fishermen's attire to help spread and haul the net. Others remain dry inside the cabin. The haul on this trip includes half a dozen skates, a few blue crabs, and a rare sturgeon. Some passengers examine the specimens and learn about each creature's role in the ecosystem before they return the sea life to the water. Meanwhile another group of students drops thermometers and records water temperatures at various depths. They also test salinity and clarity of the water.

When all of the experiments are run and the results recorded, the boat motors over to one of the Chesapeake Bay Interpretive Buoys where passengers can learn about the interconnected systems for monitoring the Bay, and for educating the public. The tour contacts the buoy via a cell phone, compares the live data they receive from the buoy to the data they just collected, and learns the importance of the exercise from their guide. As the boat heads back to shore, the tour guide explains how the data and samples they collected are really a sample of Chesapeake history – the history of human settlement and environmental change that began with American Indians thousands of years ago, but accelerated dramatically once Smith mapped the Bay.

### VISITOR EXPERIENCE SCENARIO 5: American Indian Living History

A family of four is traveling by car on an Eastern Shore vacation, which has included the oceanside beaches, some historic sites, and a national wildlife refuge. At the refuge and at nearby towns, they learned through signage and brochures that they are traveling along the Captain John Smith Chesapeake National Historic Trail. Now they are on their way to an experience they learned about in one of the brochures, an experience unlike any other they have ever had – a living history experience with a Native American tribe.

They arrive at the tribe's cultural center, where exhibits and interpreters who are members of the tribe give them a sense of how the Bay has changed and how the tribe's people have lived over the centuries. Traveling back through time, the family sees how some fishing techniques have remained relatively unchanged, except for the materials associated with fishing gear; they learn how some customs rooted in time hundreds of years ago have endured or have been revived; and they understand the sobering truth about how and why many customs have changed or have been lost. As the family moves through the cultural center and listens to their guide, they begin to gain an appreciation of what it means to be from a place, not for a few years, a few decades or even a couple of centuries, but for *thousands* of years.

Then the guide leads the family to the heart of the experience – outside to a re-created 17<sup>th</sup> century Indian town with traditional houses. On that day, there happens to be a new house being built, and the tribe members welcome the family. One of the builders enlists the family members to help with stripping bark from the timber poles before the poles are used in the structure. The family learns how to make cordage for bundling thatch, and they learn various ways to make fire. Most importantly, they learn how every member of their family would work in the town and for the tribe. As they help to build a house and start the cooking fire, they begin to understand and appreciate the interdependence people experienced in such communities. They are prompted to wonder how they would view Captain John Smith and his crew – a boatload of strangers from across the sea.

Hours have passed quickly, and the family is hungry. They treat themselves to fish cooked over an open fire, fresh oysters and corn. At night they stay in lodging available near the cultural center, and before they retire they join a campfire program where an elder of the tribe talks about tradition and change, and about what it means to learn and value the history of a place and the people who live there. Tomorrow a canoe trip is scheduled, led by a younger member of the tribe.

### VISITOR EXPERIENCE SCENARIO 6: A Bus Tour of Heritage Sites

Two senior couples sign up for an all-day bus tour with the American Heritage Bus Company operating out of Washington, D.C. The cost is reasonable and includes entrance fees, a light breakfast and a box lunch. From a variety of offerings—a Civil War tour, a Pennsylvania Amish country tour and a day/night at Atlantic City—they chose the America's Beginnings tour. They meet the bus at a parking lot near the Capital Beltway at 8:00AM.

The bus takes them through the countryside and small towns of Southern Maryland. At 9:00AM they arrive at the St. Clements Island Potomac River Museum. A museum interpreter encourages them to enjoy the museum and the interpretive walks outside. She tells them that the European history of this area began with Captain John Smith's Chesapeake voyages and that St. Clements Island is the site where the first colonists in Maryland came ashore in 1634. The four visitors learn more about these stories from the exhibits and outdoor panels. The men are especially interested in the exhibits describing the history of the Potomac River and the lives of the watermen who lived here. They decide to take the optional water taxi trip to St. Clements Island State Park, the actual site of the landing. It is a beautiful day and it is a special bonus to be out on the water.

At 10:30AM they board the bus for the short trip to Historic St. Mary's City. At this 800 acre museum to Maryland's first capital they are immersed in the early colonial period with costumed interpreters and recreated 17<sup>th</sup> century buildings. They experience the culture of the Yaocomico Indians, observe (and help with) the hard work of a colonial tobacco farmer and discover how historians and archeologists learn about the past. Here again, as at St. Clements Island, they realize how important the Potomac River and Chesapeake Bay were for transportation for colonial settlers. There is a lot to see here. While they eat their box lunches they vow to return with their grandchildren.

About 12:45AM the bus leaves for a short stop in Leonardtown for shopping and exploring this small Maryland town. At 2:00PM they reboard the bus for their last stop. At Sotterly Plantation, an original 18<sup>th</sup> century tidewater plantation house, a docent leads a guided tour of the house and grounds overlooking the Patuxent River. They learn how Maryland plantation owners and enslaved African Americans lived on this colonial plantation. Once more they see authentic glimpses of a time past that has affected the way we live today. They understand how people settled beside the rivers and Chesapeake Bay. They have a renewed appreciation for America's colonial history. The bus leaves at 4:00PM for the trip back to Washington.

#### **VISITOR EXPERIENCE SCENARIO 7: Visiting First Landing State Park**

Two grandparents who live near Richmond want to take their visiting grandchildren on an outing. Their grandchildren are a boy 9, a girl 7, and a boy 5. These are active children so the grandparents would need a variety of activities to entertain the kids. Grandfather checks the internet for the Virginia state parks. He finds First Landing State Park on the Chesapeake Bay near Norfolk. This park fits the bill since it offers a swimming beach, hiking trails, picnicking sites and ranger-led nature and history programs. The park has places to play and places to rest. Both would be needed.

At the park entrance they receive a brochure with a park map and activity sites. The brochure has a “Do You Know?” section explaining the park is named First Landing because this is the site where the Jamestown colonists first landed in 1607. The grandparents are surprised to learn this. The text encourages them to learn more about this story at the park’s trail Center and at the Chesapeake Bay Center, the environmental education center.

But first the kids want to hit the beach. The grandparents watch them closely because there are no lifeguards. When the kids tire out, they head for the picnic area for lunch. On the way they check out three outdoor panels overlooking the beach. One describes the native peoples who lived here and the natural environment in which they lived. Another explains the arrival of the Virginia settlers. The third panel tells the story of John Smith’s voyages of discovery on the Chesapeake. The grandparents are excited to learn this; the kids are thinking of lunch.

After their picnic the grandparents decide some time out of the sun would be a good idea. They visit the Chesapeake Bay Center. The kids find multi-age level interactive exhibits that encourage them to take the roles of an Indian, an English settler and Captain John Smith himself. The kids have fun and learn that there were people here years ago who had exciting experiences. An interpreter helps the kids navigate the exhibits.

Grandfather and the older boy and girl accept an interpreter’s invitation to take a short guided walk. She shows the group the way the environment has changed and how it has remained the same since 1607. She ends the walk by suggesting ways they help conserve and preserve the Chesapeake Bay.

With the kids sleeping in the car, the grandparents drive back to Richmond. They have brochures with addresses of web sites and other places to visit where they would learn more about the stories they heard today.

#### **VISITOR EXPERIENCE SCENARIO 8: A Visit to a Multi-agency Trail Information Center**

A couple has been thinking of making excursions to the Chesapeake Bay region. They know something about the area, but they want to learn more. While coming home from a family visit they pull off the interstate at one of several Captain John Smith Chesapeake Information Centers. They are looking for information on day trips and longer vacations. They find this information—and much more!

The couple learns that the center—planned and operated by federal, state and local governmental agencies with contributions from private sites and associations—*provides* one-stop shopping for planning trips to the Bay Country. The goal of the center is to expand visitors’ knowledge of recreational and interpretive opportunities and enhance their appreciation of the Bay.

The couple quickly goes in different directions to explore the media; not just because there is a lot to see, but because the center is designed so people can choose what they would like to experience and how they would like to receive information. One person scans the exhibits and is captivated by the beautiful photographs of the land, water and wildlife. The exhibits are organized into geographical areas based on Captain John Smith’s voyages. Each area’s history, cultural and nature is represented. The visitor may select short videos on Bay themes—American Indians, Smith’s voyages, birds, historic sites, boating, the lives of the watermen, natural areas and other topics—with recommended places and ways to experience them.

The other person is drawn to a computer. The computer is programmed to show short videos and provide access to interactive information. The computer program is tiered so a user can select for types of experiences and for detailed information, with an option for acquiring a printout. As with the exhibits and videos, the computer program is organized around John Smith’s voyages.

The couple talks to the interpreter. She answers their questions and makes suggestions. She encourages them to explore the sites and to have the experiences that peak their interests.

The couple leaves the center with a number of brochures and web site addresses to help them plan their adventures. From their visit here they have discovered a sense of excitement and appreciation for the land and waters of the Chesapeake Bay. They had no idea there were so many treasured places to explore.

**VISITOR EXPERIENCE SCENARIO 9:  
Restoring a Wetland**

A young, twenty-something cyclist, hiker and kayaker lives in Baltimore and is getting his start in the corporate world. He loves the outdoors, but between his work, outdoor activities and social life he hasn't had time for conservation activities. While surfing kayaking sites on the internet he sees a link to a conservation project at the Blackwater National Wildlife Refuge. He's intrigued because he has cycled and kayaked at Blackwater and found this a beautiful place.

The web link takes him to a site where the National Aquarium of Baltimore is calling for volunteers to help restore a wetland at Blackwater by planting native marsh grasses. From his trips to Blackwater he knows that wetlands have been destroyed by erosion, sea level rise and invasive species, including the nutria. Until learning about this project he hadn't known there was much that could be done about it. He is intrigued by the opportunity to help. He emails his response to register to volunteer.

By the time the day arrives he has talked a friend into coming with him. By leaving Baltimore early they arrive by 8:00AM at the Blackwater visitor center. They find others there from seniors to kids, 14 and up, all dressed for a day in the mud. Members of the Friends of Blackwater thank them for coming, give them water bottles and tell them what to expect for the day.

It is a hard day and the work is dirty, but fun. The weather is not too hot and the mosquitoes have abated. The Conservancy and the Aquarium have provided sunscreen, bug spray and box lunches. As the volunteers work to plant the marsh grasses they are helped and instructed by staff and volunteers who explain the importance of wetland restoration to the health of Blackwater and Chesapeake Bay. At the end to the afternoon the friends are tired, but not too tired for a quick bike ride before the refuge closes.

In registering they gave their postal and email addresses. They would be contacted regularly with environmental news and other volunteer opportunities. They would also receive a CD-ROM on Chesapeake Bay watershed ecology produced by the Aquarium.

It has been a good day. The friends feel good about their contributions to the Blackwater wildlife refuge and they've learned a lot about Bay ecology. They would look for chances to do this again. They also have been given hope. The news about the Bay is not all grim. They've learned conditions can be improved and that there are opportunities to help.

**VISITOR EXPERIENCE SCENARIO 10:  
Touring a Discovery Center in a Town along the Trail**

On their way to Ocean City on Route 50 a family of five—two adults and three children—sees brown highway signs for the Captain John Smith Nanticoke Discovery Center, in Vienna, Maryland. Everyone is in a hurry to reach the beach, but later the father checks out the site on the internet. The family decides to make a day trip from Northern Virginia on a fall weekend.

In the Discovery Center the family enters a time capsule of the year 1608 when Captain John Smith and his men explored Chesapeake Bay and the Nanticoke River—and met the American Indians who lived in towns along the river.

Everyone's highlight is the Nanticoke Discoveries Maze. In this immersive role-play adventure each person experiences the Bay environment as Smith found it—and as the American Indian natives of the place had known it for years before. The maze appeals to each person's process of discovery. The seven-year-old boy finds exhibits that encourage him to touch, smell, crawl and listen. The ten-year-old girl takes the roles of an Indian who encountered these strange people and a brave, but nervous, English crewman. The seventeen-year-old boy uses an interactive computer to examine concepts such as political conquest, cultural conflict, resource exploitation and environmental conservation—all presented with real and understandable examples related to Smith and the Bay's history. The mother is enthralled by the richness and complexity of the Nanticoke Indian culture. She is struck that the meeting of these often forgotten people with Smith and his men was the beginning of events that changed their way of life forever. The father follows Smith's routes electronically to trace the geography of the Chesapeake Bay. He compares Smith's map with the maps of today and is amazed by Smith's accuracy. He vows to read more about this self-made adventurer. Both adults are surprised by the number of towns and people that Smith found on his voyages. They learn that Chesapeake Bay was not uninhabited wilderness.

The family takes a lot in. They learn of other great sites to visit on the Captain John Smith Chesapeake National Historic Trail. They leave the Discovery Center with new perceptions of Chesapeake Bay. In the afternoon they stroll through Vienna, walk and cycle along the Nanticoke and take a short canoe ride on the river. They leave knowing there is much more here than the road to Ocean City.



## 2.4 High Potential Route Segments and High Potential Historic Sites

### 2.4.1 Introduction

#### ■ Requirements for Designation

The National Trails System Act (NTSA), as amended, requires that the trail CMP identify high potential route segments and high potential historic sites along the Captain John Smith Chesapeake NHT. From Section 12 of NTSA, as amended:

*The term “high potential historic sites” means those historic sites related to the route, or sites in close proximity thereto, which provide opportunity to interpret the historic significance of the trail during the period of its major use. Criteria for consideration as high potential sites include historic significance, presence of visible historic remnants, scenic quality, and relative freedom from intrusion.*

*The term “high potential route segments” means those segments of a trail which would afford high quality recreation experience in a portion of the route having greater than average scenic values or affording an opportunity to vicariously share the experience of the original users of a historic route.*

The following CMP sections 2.4.2 and 2.4.3 below set forth the specific criteria, consistent with the NTSA definitions, for identifying high potential historic sites and high potential route segments. As part of the CMP planning process, the NPS has applied the criteria in consultation with the trail’s advisory council and the trail’s partners to identify an initial list of high potential historic sites and high potential route segments for the trail (see table 2.2 and figures 2.7a to 2.7f). Further research or changing resource conditions along the trail could support decisions by the NPS to designate additional high potential route segments or high potential historic sites.

#### ■ What It Means to be Designated

All segments of the trail have the potential to provide important opportunities for visitors to experience the world encountered by John Smith and his crew as they explored the Chesapeake Bay. Those trail segments or sites along the trail that meet criteria for designation as high potential historic sites and high potential route segments, offer exceptional opportunities for visitors to vicariously share the experience of John Smith and his crew. Because these sites and segments are exceptional, trail management actions would place priority on protecting their associated resources and values that are fundamental to the trail and on enhancing the opportunities which visitors have to experience those resources and values.

Pursuant to Section 7(g) of the NTSA, as amended, future potential direct federal acquisition (i.e., purchase by the United States) for trail purposes would be limited to those areas designated as high potential historic sites and high potential route segments.

High potential historic sites and high potential route segments would be higher priorities for trail development, including:

- management unit planning
- public access development
- interpretive media and programming
- resource protection

#### 2.4.2 Criteria for Designating High Potential Route Segments

High potential route segments along the trail include trail segments that meet all of the following criteria:

**Trail-Related Resources.** A high potential route segment must have a much greater than average aggregation of trail-related resources within the trail corridor. For purposes of this criterion trail-related resources include the following:

- **High Potential Historic Sites** – These include all sites meeting the criteria for high potential historic sites, as defined in section 2.4.3 below and as listed in table 2.2 below.
- **Visible Shoreline Generally Evocative of the 17<sup>th</sup> Century**<sup>1</sup> – These include trail stretches where the shoreline (on the Chesapeake Bay) and one or both shorelines (along tributary rivers) are generally free from intrusion by modern development and offer visitors an opportunity to vicariously share the experience of John Smith and his crew. Shoreline areas must have a setting that is generally evocative of the 17<sup>th</sup> century, where the visible shoreline is primarily composed of wetland and forest vegetation, with only minor occurrences of old field vegetation and cropland. Very minimal shoreline development (such as piers and docks) can be present along the visible shoreline(s), but it must not significantly diminish the ability of visitors to vicariously experience a setting reminiscent of what John Smith might have experienced in the 17<sup>th</sup> century. It is possible that a site could satisfy this criterion if it is suitable for restoration that would bring back its evocative character, as defined here.
- **Other Voyage Stops** – These include all other remaining voyage stops that do not at this time qualify as high potential historic sites (see figures 2.7a to 2.7e). Smith’s writings and maps,

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<sup>1</sup> *Evocative landscapes are places possessing a feeling that expresses the aesthetic or historic sense of a particular period of time. This feeling results from the presence of physical features that, taken together, convey a landscape’s historic character.*

along with scholarly writings interpreting his works (such as Haile 2008, Rountree et al 2007, Thompson 2007, Williams 2006) provide the basis for identifying voyage stops.

- **Indigenous Cultural Landscapes.** The indigenous cultural landscape of the Chesapeake Bay is a type of trail-related resource that will be further evaluated during subsequent trail planning (see appendix Q). These landscapes generally encompass the cultural and natural resources and the wildlife within them that would have likely been associated with and supported the historic lifestyle and settlement patterns of American Indian peoples, and exhibited the cultural or esthetic values of American Indian peoples, at the time of early European contact. In the future further research will better define these landscapes, locate them along the trail, identify appropriate protection measures, and determine the opportunities they offer for trail experiences.
- **Historic American Indian Town Sites** – These are the historic American Indian town sites (both leaders' towns and ordinary towns), including but not limited to those mapped in *John Smith's Chesapeake Voyages 1607 – 1609* (Rountree et al 2007), *John Smith in the Chesapeake* (Haile2008), and others, as preliminarily illustrated in figures 2.7a to 2.7f.
- **Cross Sites** – These include 25 general locations in close proximity to the trail where Smith's maps indicate that he or others placed a brass cross marking the limits of their exploration (Sites 1 to 24, as noted in Haile 2008, pp. 92 plus one site subsequently identified by Haile). These sites are generally known on the basis of interpretation of the Smith maps, his journal writings, and scholarly research.

**Public Access Sites.** A high potential route segment must have public access to the water. Public access sites are places where the public can view the voyage routes from the land or gain physical access to the water along the voyage routes for boating, fishing, swimming or other recreational use. These places can be either publicly-owned or privately-owned (provided that the landowner has granted public access to the property).

**Capacity to Support a High Quality Recreation Experience.** A high potential route segment must have capacity to support high quality water-based and land-based recreation experiences, demonstrated by the following:

- **Water-Based Recreation Experiences.** Demonstrated capacity must exist to provide recreational experiences on the water. Demonstrated capacity is defined by the presence of an established water trail. The water trail must:
  - ✓ have a local managing organization to care about and coordinate it
  - ✓ be supported by the local community and local government

- ✓ have a minimum level of public access to support the trail experience
- ✓ be managed in partnership with the National Park Service or state resource agencies that are able to provide technical and financial assistance to aid in water trail development

Existing water trails with demonstrated capacity include those listed in section 2.3.2 above (appendix R).

- **Land-Based Recreational Experiences.** One or more partnerships with demonstrated capacity should exist that have the capacity to provide recreational experiences on the land.

Demonstrated capacity is defined by the presence of a greenway, auto route, hiking trail, or biking trail. Each greenway, auto route, hiking trail, or biking trail should:

- ✓ have a local coordinating organization to care about and coordinate it
- ✓ be supported by the local community and local government
- ✓ have a minimum level of public access to support the trail experience
- ✓ be managed in partnership with the National Park Service or state resource agencies that are able to provide technical and financial assistance to aid in trail development

**Presence of Protected Lands.** A high potential route segment must have greater than average adjoining land that is protected through public or non-profit ownership and that may or may not be open for public recreation. Protected lands must generally include federal lands (such as national wildlife refuges), state and local parks, and private conservation lands.

**Proximity to a Chesapeake Bay Gateways and Watertrails Network (CBGN) Partner.** A high potential route segment should have close proximity to one or more CBGN partners who provide visitor services and/or interpretive media/programming related to the trail.

#### 2.4.3 Criteria for Designating High Potential Historic Sites

Four categories of high potential historic sites are present along the trail:

- significant voyage stops
- significant 17<sup>th</sup> century American Indian archeological sites
- landscape features and sites that are culturally significant to modern Chesapeake Bay tribes
- sites along the voyage routes that are highly evocative of the 17<sup>th</sup> century

To qualify as a high potential historic site, each site within a given category must meet criteria summarized as follows.

### ■ **Significant Voyage Stops**

Sites where John Smith stopped during his exploratory voyages are candidate high potential historic sites along the trail. In order to be designated a high potential historic site, a voyage stop must meet all of the following criteria:

**Important Historic and Interpretive Associations.** The voyage stop must offer an opportunity to tell important stories of Smith’s exploratory voyages on the Chesapeake Bay as described above in section 2.2.1 above and figure 2.

**Scenic Quality and Relative Freedom from Intrusion.** The voyage stop must have a setting that is generally free from intrusion by modern development and that offers visitors an opportunity to vicariously share the experience of John Smith and his crew at that site. The voyage stop must occur within a setting that is generally evocative of the 17<sup>th</sup> century, where the visible shoreline is primarily composed of wetland and forest vegetation, with only minor occurrences of old field vegetation and cropland. Very minimal shoreline development (such as piers and docks) can be present along the visible shoreline, but it must not significantly diminish the ability of visitors to vicariously experience a setting reminiscent of what John Smith might have experienced in the 17<sup>th</sup> century. It is possible that a site could satisfy this criterion if it is suitable for restoration that would bring back its evocative character, as defined here.

**Public Access.** The voyage stop must have public access at the site or within a distance of approximately three miles. The three-mile criterion represents a comfortable and safe distance for an average trail visitor who is a day-trip, paddling from the public access to the voyage stop vicinity and back. Public access sites are places where the public can view the voyage routes from the land or gain physical access to the water along the voyage routes for boating, fishing, swimming or other recreational use. These places can be either publicly-owned or privately-owned (provided that the landowner has granted public access to the property).

### ■ **Significant 17<sup>th</sup> Century American Indian Archeological Sites**

Seventeenth century American Indian archeological sites within the trail corridor are candidate high potential historic sites. To be designated a high potential historic site an archeological site must meet the following criteria:

**Important Historic and Interpretive Associations.** The 17<sup>th</sup> century American Indian archeological site must be listed on the National Register of Historic Places, or otherwise determined to be eligible for the National Register of Historic Places, and offer an opportunity to tell important stories of the native peoples who lived in the Chesapeake when John Smith arrived. As described in the *Captain John Smith Chesapeake National Historic Trail Interpretive Plan* (NPS 2009A), these stories fall into three categories

that reflect the ideas and concepts critical to understanding and appreciating the resources associated with Smith's explorations on the Chesapeake Bay:

- the sophisticated societies of the Chesapeake Bay tribes
- the influence of the Chesapeake tribes on the fate of European explorers and the colonization of the region
- the Chesapeake tribes' struggle to survive during the period of colonization

#### ■ **Landscape Features and Cultural Sites of Significance to Modern American Indian Tribes**

Landscape features and cultural sites within the trail corridor that are significant to modern American Indian tribes are candidate high potential historic sites. To be designated a high potential historic site such a site must meet the following criteria:

**Important Historic and Interpretive Associations.** Consultation with American Indian tribes or scholarly research must document that the site or landscape is culturally significant to modern Chesapeake Bay tribes. The site or landscape must have an historical connection to a 17<sup>th</sup> century American Indian tribe and be in close proximity to the John Smith voyage route.

**Scenic Quality and Relative Freedom from Intrusion.** The important site or landscape must have a setting that is generally evocative of the 17<sup>th</sup> century. It must be generally free from intrusion by modern development, occurring within a setting that is primarily composed of forest, wetland, pasture, or cropland. It may be possible that a site could satisfy this criterion if it is suitable for restoration that would bring back its evocative character, as defined here.

#### ■ **Sites along the Voyage Routes that are Highly Evocative of the 17<sup>th</sup> Century<sup>1</sup>**

Sites along the voyage route whose settings are highly evocative of the 17<sup>th</sup> century are candidate high potential historic sites. To be designated a high potential historic site such a site must meet the following criteria:

**Scenic Quality and Relative Freedom from Intrusion.** A site along the voyage route that is highly evocative of the 17<sup>th</sup> century must have a setting that is free from intrusion by modern development and offers visitors an opportunity to vicariously share the experience of John Smith and his crew at that site. The site must occur within a setting where the visible shore is composed of wetland and forest vegetation, with only minor occurrences of old field vegetation and cropland. No development should be present along the visible shoreline (other than public access facilities that enable visitors to reach

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<sup>1</sup> *Evocative landscapes are places possessing a feeling that expresses the aesthetic or historic sense of a particular period of time. This feeling results from the presence of physical features that, taken together, convey a landscape's historic character.*

the trail). It is possible that a site could satisfy this criterion if it is suitable for restoration that would bring back its evocative character, as defined here.

**Public Access.** A site along the voyage route evocative of the 17<sup>th</sup> century must have public access to the water at the site in order to be designated a high potential historic site. Public access sites are places where the public can view the voyage routes from the land or gain physical access to the water along the voyage routes for boating, fishing, swimming or other recreational use. These places can be either publicly-owned or privately-owned (provided that the landowner has granted public access to the property).

#### 2.4.4 Designation of High Potential Route Segments and High Potential Historic Sites

**High Potential Route Segments.** As part of the CMP planning process, the NPS planning team has applied the above-described criteria to the trail to identify which trail segments qualify as high potential route segments. During this process the planning team consulted with the trail's Advisory Council and with the Chesapeake Conservancy. Application of the criteria revealed that five trail segments currently qualify as high potential route segments (see table 2.2). The criteria which most limited the designation of high potential route segments was the capacity to support a high quality recreation experience, as evidenced by the presence of an established water trail with one or more partnerships having demonstrated capacity to provide recreational experiences on the water (see appendix R). Future research and field study, changing environmental conditions, addition of public access sites, additional land protection, and/or development of new water trails and partnerships could support designation of additional high potential route segments.

**High Potential Historic Sites.** As part of the CMP planning process the NPS has applied the above-described criteria to the trail and identified high potential historic sites that meet the criteria at this time (table 2.3). These include:

- twenty-nine (29) of the total approximate 123 voyage stops along the Smith voyage routes
- thirty-two (32) 17<sup>th</sup> century American Indian sites that are currently listed on the National Register of Historic Places or that have been determined eligible for the National Register
- seven (7) sites along the voyage routes that are evocative of the 17<sup>th</sup> century

Consultation with American Indian tribes or scholarly research remains to be completed in order to identify high potential historic sites that qualify as cultural sites of significance to modern Chesapeake Bay tribes. Future research and field study, changing environmental conditions, addition of public access sites, additional land protection, and/or development of new water trails and partnerships could support designation of additional high potential historic sites.



**Table 2.2 High Potential Route Segments and High Potential Historic Sites<sup>1</sup>** (see figures 2.7a to 2.7f)

High Potential Route Segments	
<ul style="list-style-type: none"> <li>Lower Susquehanna and Head of the Bay</li> <li>Nanticoke River</li> <li>Rappahannock River</li> <li>Middle Potomac River</li> </ul>	<ul style="list-style-type: none"> <li>Chickahominy River</li> <li>James River</li> <li>Patuxent River</li> </ul>
Significant Voyage Stops within a Setting Still Highly Evocative of the 17 <sup>th</sup> Century (numbers are “map stops” as shown in figures 2.7a to 2.7f)	
<b>James River</b> <ul style="list-style-type: none"> <li>5-21</li> <li>6.2, 7.21, 7.24-1, and 9.7-1 (Jamestown Sites)</li> </ul> <b>Nanticoke River</b> <ul style="list-style-type: none"> <li>6.10-1</li> </ul> <b>York River</b> <ul style="list-style-type: none"> <li>12.26</li> <li>12.27</li> </ul> <b>Pamunkey River</b> <ul style="list-style-type: none"> <li>12.20</li> </ul> <b>Rappahannock River</b> <ul style="list-style-type: none"> <li>8.18-1</li> <li>8.21-1</li> <li>8.23-1</li> <li>8.23-2</li> </ul> <b>Potomac River</b> <ul style="list-style-type: none"> <li>6.17-1</li> </ul> <b>Patapsco River</b> <ul style="list-style-type: none"> <li>6.12-4</li> <li>6.14-4</li> </ul>	<b>Susquehanna River</b> <ul style="list-style-type: none"> <li>8.2-2</li> <li>8.2-4</li> <li>8.2-1</li> </ul> <b>Sassafras River</b> <ul style="list-style-type: none"> <li>7.31-2</li> <li>8.1-1</li> </ul> <b>Pocomoke River</b> <ul style="list-style-type: none"> <li>6.5-3</li> </ul> <b>Wicomico River</b> <ul style="list-style-type: none"> <li>6.6-3</li> </ul> <b>Cape Charles</b> <ul style="list-style-type: none"> <li>6.3-2</li> </ul> <b>Chesapeake Bay</b> <ul style="list-style-type: none"> <li>6.5-1 (Tangier Island)</li> <li>6.6-1</li> <li>6.7.8-1</li> <li>6.11-1</li> <li>6.11-2</li> </ul>
Significant 17 <sup>th</sup> Century American Indian Archeological Sites	
<ul style="list-style-type: none"> <li>James River (10 sites)</li> <li>Rappahannock River (3 sites)</li> <li>York River (1 site)</li> <li>Nansemond River (3 sites)</li> </ul>	<ul style="list-style-type: none"> <li>Pamunkey River (9 sites)</li> <li>Patuxent River (3 sites)</li> <li>Potomac River (2 sites)</li> <li>Piscataway Creek (1 site)</li> </ul>
Landscape Features and Cultural Sites of Significance to Modern American Indian Tribes	
<p><i>Future consultation with tribes or scholarly research, to be conducted as part of more detailed trail planning and management, would reveal the occurrence of landscapes and sites that meet this criterion for a high potential historic site.</i></p>	
Sites along the Voyage Routes that are Highly Evocative of the 17 <sup>th</sup> Century	
<p><i>As part of the CMP planning process the NPS has applied high potential historic site criteria to four segments of the trail. Further site-specific analyses are needed of the remainder of the voyage routes to identify additional high potential historic sites that meet these criteria.</i></p>	
<b>Rappahannock River</b> <ul style="list-style-type: none"> <li>Corbins Neck Marsh (from 4 Winds Access)</li> <li>Cleve Marsh (from Hick’s Landing Access)</li> <li>Skinkers Neck Marsh (from Hopyard Farm Access)</li> <li>The Bays (from Wilmont Landing Access)</li> <li>Beverly Marsh and Fones Cliffs (from Carter Wharf Access)</li> </ul>	<b>James River</b> <ul style="list-style-type: none"> <li>Epps Island (from City Point Access)</li> </ul> <b>Anacostia River</b> <ul style="list-style-type: none"> <li>Kenilworth Marsh (from Kenilworth Aquatic Gardens Access)</li> </ul>
<p><sup>1</sup> Future research and/or changing resource conditions along the trail could support decisions by the NPS to designate additional high potential historic sites.</p>	